

**HIGH SPEED AND INTERCITY PASSENGER RAIL PROGRAM
SUMMARY OF CALIFORNIA APPLICATIONS
TRACKS 1, 3 AND 4**

| Statewide Priority Ranking | Project Description | Application Amount |
|--|--|-----------------------|
| Track 1—Up to 100 percent Federal match | | |
| 1 | Positive Train Control—Moorpark to San Diego, except LA to Fullerton | \$35,200,000 |
| 2 | Positive Train Control—L.A. to Fullerton—BNSF owned | 39,320,000 |
| 3 | Positive Train Control—Port Chicago (Concord) to Bakersfield (BNSF owned) | 61,770,000 |
| 4 | Air Quality Upgrades—State owned diesel passenger locomotive fleet | 13,930,000 |
| 5 | Construct Third Main Track between Los Angeles and Fullerton | 38,300,000 |
| 6 | Refurbish used “Comet 1b” cars to provide additional capacity | 20,690,000 |
| 7 | Perform Capitalized Maintenance in various locations between Sacramento and San Jose | 16,290,000 |
| 8 | Construct Second Main Track between Stockton and Escalon | 78,690,000 |
| 9 | Railroad Crosstie Replacement in San Diego County | 4,700,000 |
| 10 | Install New Crossovers—Various locations in San Diego County | 9,400,000 |
| 11 | Construct Stub Track at Oceanside Intercity Rail Station | 3,700,000 |
| 12 | Install New Crossover at the West End of the Yolo Causeway | 5,000,000 |
| 13 | Construct “Trainbox” at San Francisco Transbay Terminal | 400,000,000 |
| 14 | Upgrade and Re-space Signal and Wayside Detectors in Orange County | 14,100,000 |
| 15 | San Jose Diridon Station—South Terminal Track Improvements | 20,600,000 |
| 16 | Install New Crossovers and Additional Track in Orange County | 11,100,000 |
| 17 | Upgrade Track and Structures in Various Locations in Ventura County | 12,600,000 |
| 18 | Construct 10 miles of 2nd Main Track in various locations in Contra Costa County | 34,000,000 |
| 19 | Replace Los Penasquitos Lagoon Bridge in San Diego County | 26,000,000 |

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TRACKS 1, 3 AND 4 cont'd**

| Statewide Priority Ranking | Project Description | Application Amount |
|---|---|-------------------------------|
| Track 1--cont'd | | |
| 20 | Relocate Tracks to Improve Rail Flow through Sacramento Intermodal Station— Concurrent Application in Track 4 | \$6,200,000 |
| 21 | Track Upgrades in Various Locations in Orange County | 67,100,000 |
| 22 | Replace Crossties in Various Locations in Santa Barbara County | 11,100,000 |
| 23 | Preliminary Engineering and Environmental. to Extend Ortega Siding in Santa Barbara County and Install CTC upgrades (Track 1b) | 1,200,000 |
| 24 | Rehabilitate Narlon, Conception, and Grover Sidings in Santa Barbara County and Install CTC | 13,900,000 |
| 25 | Extend Station Track and Track Upgrade at Cabral Station in Stockton | 18,000,000 |
| 26 | Construct Maintenance of Way Spurs in Orange County | 2,100,000 |
| 27 | Construct Second Main Track Between Merced and LeGrand in Merced County | 40,535,000 |
| 28 | Signal Communications Upgrades in Orange County | 10,100,000 |
| 29 | Upgrade and Re-space Signal and Wayside Detectors in LA County | 10,100,000 |
| 30 | Extend Gregg Siding in Madera County | 23,567,000 |
| 31 | Preliminary Engineering and Environmental for Improvements to Seacliff Siding in Santa Barbara County (Track 1b) | 1,700,000 |
| 32 | Preliminary Engineering and Environmental for BNSF Richmond Rail Connection to Martinez Sub on Capitol Corridor in Contra Costa County (1b) | 1,600,000 |
| 33 | Construct Second Main Track Between Laguna Niguel and San Juan Capistrano in Orange County | 48,100,000 |

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|---|---|------------------------|
| Track 1 cont'd | | |
| 34 | Improve Bicycle Storage Facilities on California-owned Intercity Passenger Rail Cars | 8,230,000 |
| 35 | Improve Track Alignment between Sorrento and Miramar in San Diego County | 2,800,000 |
| 36 | Station Access and Track Improvements at Chatsworth Station | 17,100,000 |
| 37 | Electronic Ticketing and Communications Upgrades | 8,890,000 |
| 38 | Wireless Network—Phase 1—On-train installation and Passenger Safety Information System | 11,610,000 |
| | TOTALS, TRACK 1 APPLICATIONS | \$1,149,322,000 |
| Track 3—Dollar for Dollar Match Required | | |
| | Strategic Assessment Pacific Surfliner Corridor | \$200,000 |
| | Planning and Design—Integration of High Speed, Intercity, and Commuter operations at LA Union Station | 1,500,000 |
| | Feasibility Study—Increased Intercity Service Sacramento to Stockton | 833,000 |
| | Feasibility Study—High Speed Rail Service between LA and Palmdale | 500,000 |
| | TOTALS, TRACK 3 APPLICATIONS | \$3,033,000 |

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| | | |
|---|--|-------------|
| Track 4—Dollar for Dollar Match Required | | |
| | Relocate Tracks to Improve Rail Flow through Sacramento Intermodal Station— Concurrent Application in Track 1 | \$6,200,000 |

TOTALS, TRACKS 1, 3, and 4 \$1,158,555,000